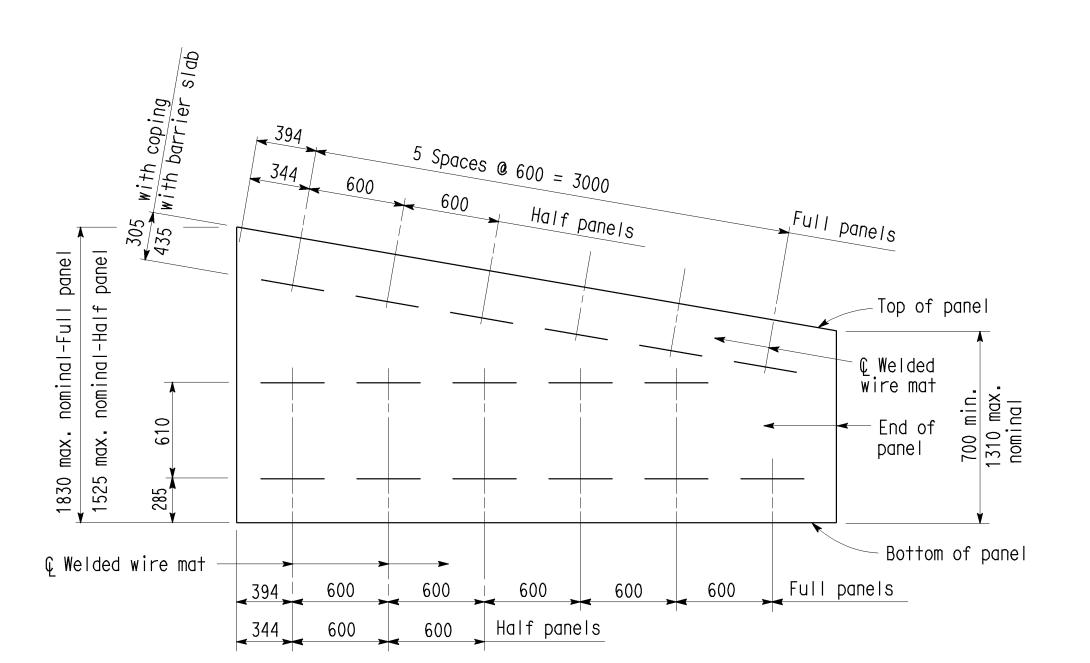


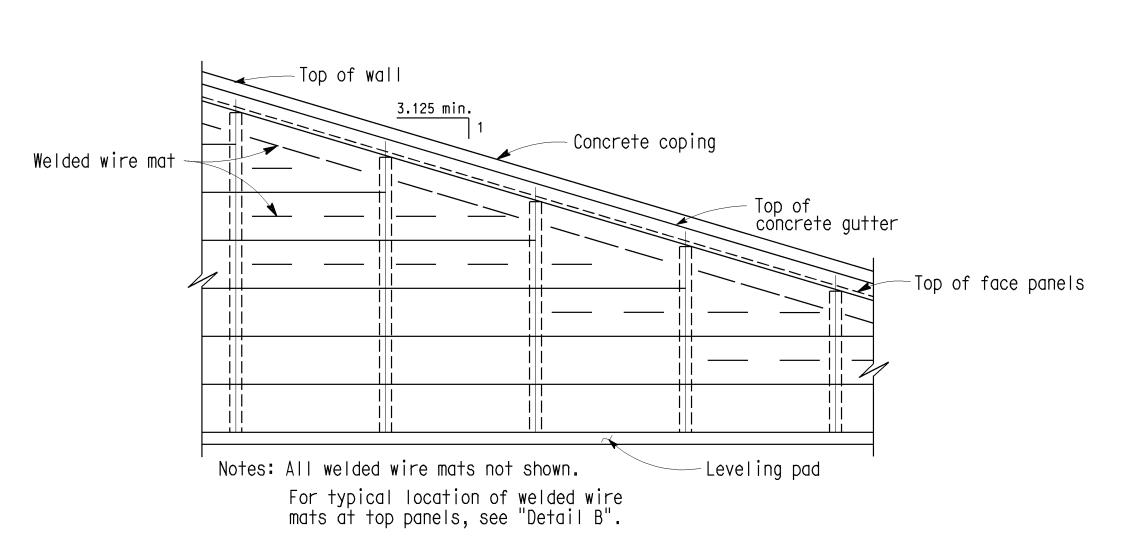
PART REAR ELEVATION WITH CONCRETE BARRIER

(Part rear elevation with concrete coping is similar.) (Top of wall slope - 1:6.25 or flatter)



DETAIL A

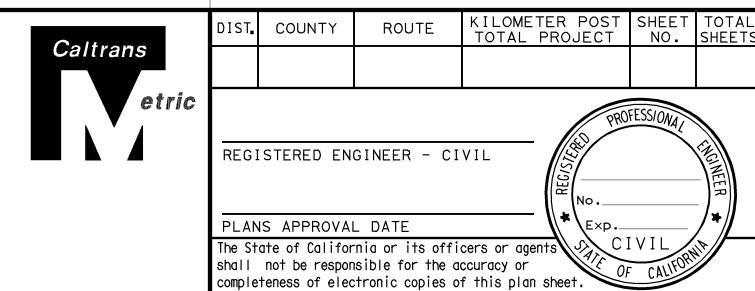
Note: Omit welded wire mats within lower levels that would be closer than 150 mm from a mat located in the level parallel to the top of panel.

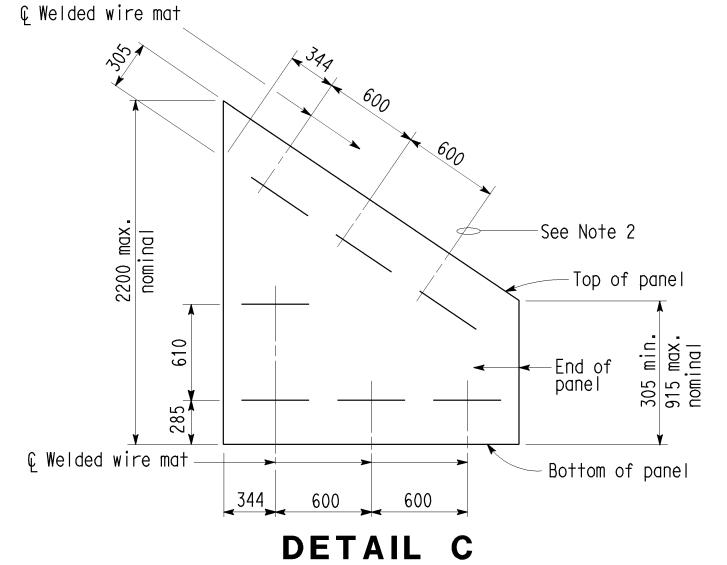


(Top of wall slope between 1:3.125 and 1:1.5)

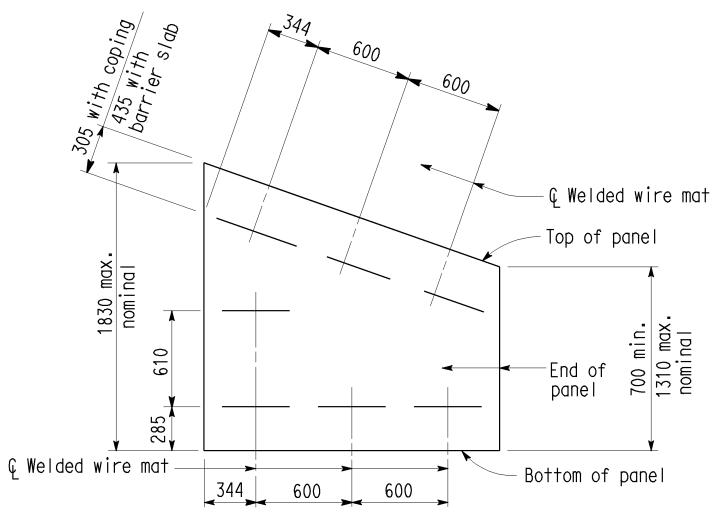
PART REAR ELEVATION - HALF PANELS

(Maximium top of wall slope - 1:3.125)





- Note: 1. Omit welded wire mats within lower levels that would conflict with a mat located parallel to top of panel.
 - 2. Omit this mat if connector mat wire is within 50 mm of bottom of panel.



DETAIL B

Note: Omit welded wire mats within lower levels that would conflict with a mat located in the level parallel to top of panel.

NO SCALE

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

	STANDARD DRAWING					STA	TE OF		BRIDGE NO.					
REL DAT	EASE 10/6/98	DESIGN BY J.C.MOESE	CHECKED	S.D. WIMAN	RELEASED BY OFFICE CHIEF		CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES						
		DETAILS BY R. YEE	CHECKED 5	S.D. WIMAN		OALII			KILOMETER POST	MECHANICALLY STABILIZED EMBANKME			MENT	
	E xs13-010-2	SUBMITTED BY J.C.MOESE	DRAWING DATE	3/98		DEPARTMENT OF				DETAILS NO. 2				
DS	OSD 2147A (METRIC) (RE							DISREGARD PRI		REVISION DATES (PRELIMINARY STAGE ONLY)		Υ)	SHEET OF	
						ORIGINAL SCALE IN MILLIMETERS		EA	EARLIER REVIS	ION DATES				

xs13-010-2.dgn

USERNAME => jsanchez